

This listing of claims will replace all prior versions and listings of claims in the application:

**Listing of Claims:**

1. (Currently Amended) A powershift transmission comprising ~~having~~ two transmission paths ~~(A, B)~~, a friction clutch ~~(4, 5)~~ ~~being~~ assigned to each transmission path ~~(A, B)~~, said ~~and~~ the transmission paths ~~(A, B)~~ being coupleable to an output shaft for torque transmission, ~~characterized by~~ and a device that detects the clutch torque transmitted by the friction clutch ~~(4, 5)~~ of the active transmission path ~~(A, B)~~ coupled to the output shaft and[[,]] when the clutch torque falls below a threshold value[[,]] initiates a disengagement of the an active gear ratio.
2. (Original) The powershift transmission as described in Claim 1, wherein the device is functionally coupled to a transmission control for the reception of signals that signal a push downshift and the device may be activated via the signals for detection of the clutch torque.
3. (Original) The powershift transmission as described in Claim 1, wherein the device is configured to output to a transmission control a signal to disengage the active gear ratio.
4. (Original) The powershift transmission as described in Claim 2, wherein the device is configured to output to a transmission control a signal to disengage the active gear ratio.
5. (Original) The powershift transmission as described in Claim 1, wherein the device is configured for the detection of vibrations in the drivetrain of a vehicle that is provided with the powershift transmission.
6. (Original) The powershift transmission as described in Claim 2, wherein the device is configured for the detection of vibrations in the drivetrain of a vehicle that is provided with the powershift transmission.

- 7.(Original) The powershift transmission as described in Claim 3, wherein the device is configured for the detection of vibrations in the drivetrain of a vehicle that is provided with the powershift transmission.
8. (Original) The powershift transmission as described in Claim 5, wherein the device is configured for vehicle-specific determination of the clutch torque threshold value below which drivetrain vibrations occur.
9. (Original) The powershift transmission as described in Claim 6, wherein the device is configured for vehicle-specific determination of the clutch torque threshold value below which drivetrain vibrations occur.
10. (Original) The powershift transmission as described in Claim 7, wherein the device is configured for vehicle-specific determination of the clutch torque threshold value below which drivetrain vibrations occur.
11. (Currently Amended) A The method for the control of controlling a push downshift of a powershift transmission (3) having two first and second transmission paths, wherein the first transmission path is an inactive transmission path and the second transmission is an active transmission path (A; B) using the following , which method comprises the steps of steps:
- a) it is determined that determining in the first transmission path whether in the inactive transmission path (transmission path A) a lower gear ratio is to be engaged than the gear ratio that is engaged in the active second transmission path (transmission path B);
  - b) calculating the transmitted torque of the clutch assigned to said second transmission path B is calculated;

- c) ~~determining a determination is made as to~~ whether said second transmission path B is in the a neutral position;
- d) as a function of the ~~determination in~~ step b) and step c) generating [[a]] an output signal is ~~output~~ to the a transmission control to ~~drive~~ shift the second transmission path B into the a neutral position [[;]] , and
- e) as a function of the ~~determination in~~ step c) generating [[a]] an output signal is ~~output~~ to the transmission control to ~~engage the~~ shift to a lower gear ratio in the first transmission path A;